

## FACTS ABOUT

## Proposed Regulation for Medium and Large Fleets of In-Use Off-Road Diesel Vehicles

On May 25, 2007, the California Air Resources Board (ARB) will consider a regulation to reduce toxic emissions from existing off-road diesel vehicles used in California in construction, mining, and other industries. This fact sheet discusses provisions for medium and large fleets, a separate fact sheet discusses the special provisions for small fleets. For general information regarding this proposed regulation please see: *Overview of Proposed Regulation to Reduce Emissions from In-Use Off-Road Diesel Vehicles*.

### How would the proposed regulation define medium and large fleets?

FLEET OWNERSHIP	TOTAL FLEET HORSEPOWER <sup>1</sup>		
	0-1500 HP	1501-5000 HP	5001 HP +
SMALL BUSINESS <sup>2</sup>	<b>S</b>	<b>M</b>	<b>L</b>
BUSINESS	<b>M</b>	<b>M</b>	<b>L</b>
MUNICIPALITY <sup>3</sup>	<b>S</b>	<b>M</b>	<b>L</b>
FEDERAL GOVERNMENT		<b>L</b>	
STATE GOVERNMENT		<b>L</b>	

(1) Total fleet horsepower excludes vehicles used less than 100 hours per year

(2) As defined by California Government Code 11342.610. See Small Fleet fact sheet for details.

(3) For low population county options please see Small Fleet fact sheet.

### What compliance actions would the regulation require of large fleets and when would the requirements take effect?

Beginning in 2010, each year, the regulation would require each large fleet to meet the fleet average emission rate target for PM or apply the highest level verified diesel emission control system to 20 percent of its horsepower. The regulation would also require each large fleet to meet the fleet average emission rate target for NOx or to turn over a certain percent of its horsepower (8 percent in early years, and 10 percent in later years). The regulation would require annual reporting by large fleets beginning April 1, 2009. Annually thereafter, they would need to report any changes to their fleet.

### What compliance actions would the regulation require of medium fleets and when would the requirements take effect?

Medium fleet requirements start three years after those for large fleets but after that are identical. Beginning in 2013, each year, the regulation would require each medium fleet to meet the fleet average emission rate target for PM or apply the highest level verified diesel emission control system to 20 percent of its horsepower. The regulation would also require each medium fleet to meet the fleet average emission rate target for NOx or to turn over a certain percent of its horsepower (8 percent in early years, and 10 percent in later years). The regulation would require annual reporting by medium fleets beginning June 1, 2009. Annually thereafter, they would need to report any changes to their fleet.

### What actions could fleets take to reduce their emissions?

Fleets could reduce their emissions by applying exhaust retrofits that capture pollutants before they are emitted to the air; repowering vehicles with newer, cleaner engines; retiring the oldest, dirtiest vehicles, and accelerating turnover of fleets to newer, cleaner vehicles.

### How much will the regulation cost medium and large fleets?

The cost will vary depending on the size of the fleet, vehicle age, engine size, when vehicles would normally be replaced and the compliance strategy chosen by the fleet. Costs could range from near zero to up to \$180 per horsepower depending on these factors.

FLEET TYPE	TOTAL FLEET HP	TYPICAL COST <sup>1</sup>	TYPICAL ANNUAL COST <sup>1</sup>
MEDIUM	3,000 HP	\$ 8.90 per HP per year	\$ 27,000 total per year
LARGE	10,000 HP	\$ 8.90 per HP per year	\$ 89,000 total per year

(1) All costs reflected in 2006 dollars.

### What exemptions would there be from the turnover requirements?

The following vehicles would be exempt from turnover requirements:

- Vehicles less than 10 years old
- Specialty vehicles if certain criteria are met
- Engines equipped with the best available PM exhaust retrofit, installed within the past six years
- Engines meeting the Tier 4 or interim Tier 4 standards

If NOx retrofits become available and verified, they could be used in lieu of the mandatory turnover so long as they achieve equivalent emission reductions

### What exemptions would there be from the mandatory retrofit requirements?

The following engines would be exempt from exhaust retrofit requirements:

- Engines in vehicles less than five years old;
- Engines for which there is no retrofit available or for which the retrofit cannot be safely installed;
- New engines that come with a diesel particulate filter (DPF);
- Engines already retrofit with the best available PM exhaust retrofit that achieves at least 50 percent PM reduction at the time of installation; and
- Engines retrofit with an experimental diesel emission control strategy approved by ARB's Executive Officer.

### Are there special provisions for low-use vehicles?

Yes, low-use vehicles (that operate less than 100 hours/year in California) are subject only to the labeling and reporting portions of the rule. They need not be turned over, retrofit, or included in the fleet average calculations.

### Will incentive funding be available for medium fleets?

Yes. California has the largest clean air incentive program in the nation, the Carl Moyer Program, with more than \$140 million available each year primarily through the local air districts. In addition, ARB is in the process of awarding a one-time \$25 million grant program to public agencies for the purchase of low-polluting construction vehicles.

The Carl Moyer Program will only pay for emission reductions that go beyond the requirements of the regulation and occur at least three years early. Because their initial compliance dates are not until 2013, many medium fleets would be able to access Carl Moyer Program funds in advance of their first compliance date.

### Where can I find more information about the proposed regulation?

The staff report and technical support document for the proposed rule are posted at <http://www.arb.ca.gov/regact/2007/ordiesel07/ordiesel07.htm>

Further information, including a spreadsheet fleet average calculator for compliance planning, is available on the off-road rule website at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

You may also contact ARB's diesel hotline at (866) 6DIESEL (634- 3735).